

MARTIANS DIGGING CANALS

PROF. LOWELL SAYS HE'S BEEN WATCHING THEM GROW.

Two New Ones Are Observed at Flagstaff That Have Not Been Seen Before—They Converge Toward an Oasis—The Astronomer's Proof of It All.

Boston, Dec. 31.—Life on Mars is the logical and almost inevitable deduction from the latest observations at Flagstaff Hill as related this afternoon by Dr. Percival Lowell, the astronomer. "Animatists" will be the term Dr. Lowell applies to the force which is bringing about a remarkable phenomenon on the planet.

In the popular way of reporting what Dr. Lowell has discovered the inhabitants of Mars are building a new system of canals from a known point to a new oasis. Dr. Lowell says he is watching them grow. His first public statement was made this afternoon at a special session of Section A (mathematics and astronomy) of the American Association for the Advancement of Science.

"New canals on Mars in the first sense," said the speaker, "though always interesting and at times highly important, are no novelty at this observatory, inasmuch as at least 400 have been discovered here in the past fifteen years."

"When Schiaparelli left his great work he had mapped 117 canals; with those detected at Flagstaff the number has risen to between five and six hundred."

"To observe, however, a canal new in the sense that it had never existed anteriorly and to prove the fact is an astronomical detection of a different order and one the significance of which speaks for itself. This is what has happened, as the last apostrophe, at Flagstaff."

"On September 30, 1909, when the region of the Syrtis Major came into view again after its periodic hiding of six weeks, two striking canals were evident to the east of the Syrtis in places where no canals had ever previously been seen. Not only was their appearance unprecedented but the canals themselves were the most conspicuous ones on that part of the disc."

"The new canals ran from the bottom of the Syrtis Major and from a point on its eastern side south converging to an oasis, itself new, on the Cocyte about two-thirds of the distance to where that canal meets the Amethes."

"The Amethes itself was not visible except possibly as a suspicion. The new canals were recorded in independent drawings by Assistant E. C. Sillpher and the director, and shortly afterward were photographed as the most conspicuous canals in the images."

"Subsequently examinations of the records showed that Mr. Sillpher had drawn one of them the day before but not a trace of them was to be found in the drawings of August, July, June or May. That they were indeed new was then conclusively established by examination of the records of previous years."

"The records of the observatory go back to 1894. Nor had any observer previous to 1894 recorded them. Schiaparelli had never seen them, nor had his predecessors or successors. This determined definitely that no human eye had ever looked upon them before."

"The speaker took up the question of whether the canals might not have been there all the time, but unseen."

"This may be answered definitely in the negative," he said, "when it is realized that a canal of such size, while it might not have been visible elsewhere, on account of the character of the air, the improved instrumental means and the long experience of the observers, could not have escaped the director's assistants."

"The next point considered by the lecturer was whether the canals could be due to the annual seasonal change which affects all the features of the planet."

"How can the observed phenomena," continued Dr. Lowell, "be due to another cause which we have found operative on the planet—the special polar association of particular canals? There are canals which are quickened solely from the melting of the north polar cap, such as the Thoth and others like the Ulysses, which are beholden only to the southern one. But the present canals are not of that category, for they did not appear in past Martian years, which, had they been so conditioned, they would have been so conditioned, they would have been so conditioned."

"The records are decisive on the point. They do not belong to the class of unimpaired seasonal canals, for the records at Flagstaff covering the seven or eight years needed to establish the fact are able to give an absolute verdict."

"The canals in question therefore proved to be not simply canals new to us, but canals new to Mars. In the canal system they are new and as such are the most important contribution to our knowledge of the planet in many years."

"Now let us see what they imply. In form they are like all the other canals, narrow, regular lines of even width throughout running with geometrical precision from definite points to another point, where an oasis is located. The oasis resembles all other oases. They partake therefore of all the peculiar features of the canal system, features which make it impossible of natural creation, that is of being the result of any purely physical forces of which we have cognizance."

"On the other hand, the system exactly resembles what life there would evolve under the conditions we know to exist. The present phenomena show that the canals are still in process of creation, that we have actually seen some formed under our very eyes. The importance of this, to our understanding of the canal system of Mars, can hardly be overestimated."

"The phenomena transcend any natural law and are only explicable, so far as can be seen, by the presence out yonder of animate will."

HEBERD REMOVES STEWART

Superintendent of Metropolitan Hospital Did Not Appear to Answer Charges.

Robert W. Heberd, who goes out today as Commissioner of Charities, took a parting shot yesterday at Dr. George Taylor Stewart, superintendent of the Metropolitan Hospital on Blackwell's Island. Dr. Stewart was charged two weeks ago by the Commissioner with misconduct in office, comprising among other derelictions the circulation of a defamatory article about Mr. Heberd, whose office he is said to have wanted. Yesterday Mr. Heberd removed him from office. Dr. Stewart didn't appear at the examination which Mr. Heberd made in his case yesterday.

Commissioner Heberd preferred charges against Dr. Stewart on December 17. He gave him six days in which to answer. Mr. Heberd said that Dr. Stewart, who besides his \$3,000 salary was allowed a residence on the island and maintenance at the cost of the city, had made "unnecessary and extravagant use of the property of the department."

Dr. Stewart was caused to be constructed out of the hospital and sent for the use of his family on the island.

Commissioner Heberd insisted on Dr. Stewart's paying the city for the tent, whereupon Dr. Stewart, so ran the charges, entered into a conspiracy with an employee to secure the publication of newspaper articles reflecting upon the Commissioner. More than that, Dr. Stewart was charged with having permitted two of his staff doctors to circulate a petition urging Dr. Stewart's appointment to succeed Mr. Heberd as Commissioner.

Notice of Dr. Stewart's dismissal was served on Mrs. Stewart, on his lawyers, and a copy was left in his office on the island.

Dr. Stewart was the first medical superintendent of Bellevue Hospital when that institution was separated from the Department of Public Charities in 1902. He served a year and then resigned to go to the Board of Health. He has been superintendent of the Metropolitan Hospital since 1904. Nobody has been appointed to take his place.

Commissioner Heberd also dismissed William Walsh, who has been for twenty years assistant superintendent of the bureau of dependent adults in the Department of Public Charities at the foot of East Twenty-sixth street. The charges against him included misconduct in office, absence without leave and inefficiency.

ROCK ISLAND BLAME FIXED

REPORT NAMES A WELL KNOWN STOCK EXCHANGE HOUSE.

They Are Not Likely to Submit Even to a Reprimand Without a Fight and Strong Influences Are With Them—Demand for Further Investigation.

One of the best known brokerage offices of New York and Chicago is criticised in the report submitted to the Stock Exchange governors by the special committee appointed to investigate the transactions in Rock Island common stock which sent the prices up thirty points and down again in the first fifteen minutes of trading Monday morning. The report says nothing at all about the principal in the transaction and admits that the brokerage house was an intermediary. The Stock Exchange has of course no authority over any one except its own members, and it was on this account, one of the officers said, that the committee did not look for the man higher up.

The pertinent testimony as gathered by the committee is to the effect that before the opening of business Monday morning the house now criticised had received an order to buy 30,000 shares or more of Rock Island common. The house followed the custom which has become almost universal in the execution of big orders in recent years and parceled out its own house orders to buy 2,000 shares apiece at the market. Its own instructions were to buy at the market. The investigating committee makes no assertion that the house had any other than a proper intent in the distribution of the business.

But it happened that brokers who for many days past had been selling orders in Rock Island had none at all that morning, so that the effect of distribution of the orders was to produce rivalry among those brokers to whom the orders had been allotted. Every one of the brokers naturally was anxious to perform his commission at the lowest possible price, and finding no stock offered every one of them had nothing to do except to bid against the others. The investigating committee insists that the house entrusted with the original order should either have executed it itself or else have had its representative on the floor of the Stock Exchange to guard against any such wild bidding of prices as occurred, but that had been done, the committee holds, would have been no Rock Island scandal.

On this account the committee recommends that the house entrusted with the execution of the big order be disciplined. The offense, if the governors decide it an offense, is altogether novel in Stock Exchange business customs, rules and regulations. In the constitution as stated by the committee no statute no specific offense, but the constitution has a general welfare clause and under this clause the governors of the exchange have in the past exercised the power of disciplining members for no specific violation.

The house against which the complaint is lodged has until January 12 to prepare and present its side of the story to the governors. Among the members of the house is a man very prominently connected and it is certain that when the case comes before the governors for official action strong pressure will be exercised in the house's interest. Influence will also be exerted by a number of influential houses connected only in the ordinary business way with the house which it is sought to discipline.

Some of these brokers said that they would go before the governors and insist that the governors disclose the name of the people who gave the 30,000 share order to the house in question. It was admitted that the exchange had no authority to discipline the man or men behind it in any way, but the committee at any rate, it was argued, had the right to establish and reveal the facts. When the committee was appointed the understanding was that it was to solve the mystery surrounding both the origin and execution of the buying orders and the absence of selling orders. Only in a very superficial way, it was pointed out, has the committee done anything of the kind.

In some of the highest official Stock Exchange circles it was said yesterday that expulsion of the criticised firm was altogether improbable, that the chances of suspension are about even before the house has submitted its defence, and that a reprimand is the most likely discipline, if indeed any at all is administered. The firm will not submit to a reprimand without a strong protest.

One influential house which it heard yesterday of the committee's findings started a movement to force a real explanation of Monday's hitherto unexplained movement after a drastic and entirely impartial investigation into the business not only of brokers but of the men for whom they were acting. A call for such an investigation, it was said, would be submitted by petition to the governors unless the governors send back its report to the special committee and insist that it continue its researches.

MORSE GIVES UP FIGHTING

Will Leave for the Federal Prison in Atlanta on Sunday.

Charles W. Morse has made his last fight and will go to Atlanta Sunday morning, there to begin serving the sentence of fifteen years imposed by Judge Hough in the United States Circuit Court more than a year ago. This was learned on good authority yesterday afternoon, but it could not be confirmed at Marshal Henkel's office. It is understood that Marshal Henkel and two of his deputies will have charge of the convicted banker until he is safely turned over to the warden of the Federal prison in the Georgia capitol. The prisoner will leave Jersey City by the 10 o'clock express over the Pennsylvania Railroad.

United States Attorney Wise served the court's order for the execution of sentence on Marshal Henkel yesterday afternoon, though he had indicated his willingness to withhold the service of the order until Monday in case Martin W. Littleton, Morse's counsel, decided to take further appeal to the Judges of the Circuit Court of Appeals from Judge Hough's denial of the motion for a new trial. Mr. Littleton has definitely decided not to take any action in the nature of an appeal, and having notified the District Attorney's office to that effect the order for execution was at once served on Marshal Henkel.

WOMAN ABLAZE IN MARTIN'S

BURNING BALLOON FELL ON HER AS SHE SAT AT TABLE.

Match Head Ignited Hangings and Spread to Toy Balloons Hung From Ceiling—Cool Heads Prevented Panic While Police Smothered the Flames.

A minute or two before midnight last night, when they were getting ready to celebrate the coming of the new year at Martin's restaurant at Broadway, Fifth Avenue and Twenty-sixth street, a woman's clothes caught on fire and before the flames were extinguished she was pretty badly burned. She is Mrs. Charles E. Ellis of 210 West Fifty-sixth street.

Martin's is always one of the restaurants most closely packed with New Year's eve celebrants. Last night the floors were crowded with diners getting ready to drink to the new year. In the main dining room of the first floor Mrs. Ellis was dining with her father, brother and sister. The party had a table pretty well over on the Broadway side.

Somebody at a nearby table started to light a cigar. He scratched a match and the head flew off, landing in some flimsy hangings. The curtains flared up in an instant and the fire, eating at the nap of the cloth, ran upward. Overhead was a paper balloon, one of a string which the people at Martin's had stretched around the room in honor of New Year's eve.

The balloon caught the flame and blazed up. The string with which it was hung to the ceiling burned through with the first draft of flame and dropped on the head of Mrs. Ellis, who was sitting nearly below it. Her gown caught fire and she started to run screaming to the window.

Somebody with his wit about him jumped on a table top and told the others in the crowded room that the fire didn't amount to much. Somebody else got hold of Mrs. Ellis and held her back from the window. They said afterward that she looked as though she was going to jump out.

Two policemen who were doing special detail work at the Twenty-sixth street and Broadway crossing saw the flames shoot past the window in Martin's and go climbing to the ceiling. They were Michael Murphy and James Kenney of the old West Twentieth street station. They left their places at the crossing and ran for the entrance to Martin's.

They got up the stairs on the jump and ran to Mrs. Ellis. Her gown, of some soft stuff that made good food for the fire, was still flaming, and she was doing her best to beat it out with her hands. Her companions hadn't been able to smother the flames with their napkins or their bare hands.

The two policemen got after the flames with their gloves and in a minute or two had them quite out. Most of Mrs. Ellis's outer garments were burned off and she herself was pretty badly seared. The worst burns were around her neck, shoulders and arms.

Murphy and Kenney had an ambulance called from New York Hospital. They carried Mrs. Ellis downstairs and laid her in the ambulance.

The folks who were dining at Martin's didn't have much appetite for a New Year's eve supper after that. For a time a bit of a panic swept over them, but it subsided as soon as they realized that the fire stopped with the curtains and the paper balloon.

Mrs. Ellis's condition was pretty serious early this morning. The doctors at the New York Hospital worked on her for an hour after she was brought there in the ambulance and were not able to give a definite report up to 1:30 o'clock.

MRS. KIP MARRIED AGAIN

She Weds J. H. Little After Getting Divorce in Reno.

RENO, Nev., Dec. 31.—Frances Coster Jones, who was divorced yesterday from Henry Spies Kip of New York city, was married last night in this city to J. H. Little, a mining man representing Wendell Phillips, the New York mining operator. Mr. and Mrs. Little left immediately for San Francisco.

TRAIN KILLS SPENCER TRASK

FLYING FREIGHT CRASHES INTO MONTREAL EXPRESS.

Victim Was on His Way to This City From His Saratoga Estate—Three Arrested—Made Pullman Badly Smashed—Many Fast Trains Held Up.

A man or a machine failed to work for the New York Central yesterday morning at Croton, thirty-five miles up the road. A fast freight train tearing for New York with \$1,000,000 worth of silks crashed into the rear end of the Montreal Express, which had been stalled by a dead local train.

Spencer Trask, the banker, philanthropist and patron of art, senior partner in the firm of Spencer Trask & Co. in William street, was killed instantly, crumpled up in the drawing room of the Escort, the end car of the Montreal Express. Mr. Trask was the only person killed. Three were hurt—two Pullman car porters and Charles Simpson, a young man from Brooklyn.

Bert Ritter, the brakeman of the Montreal, who was sent back to flag the fast freight, is blamed for the wreck on the ground that he didn't go back far enough up the track. Ritter says he did. Engineer Flanagan and Fireman Knapp of the freight were arrested with Ritter pending an investigation as to whether they took a chance and disregarded the block signal to stop. Flanagan and Knapp say the signal gave them a clear track. The fourth man under arrest is M. F. Bellow, signalman in the tower. Bellow insists that he had adjusted his semaphore properly and that the freight should have kept out of the block in which the Montreal Express was imprisoned.

There are three sets of stories from which the railroad officials, the up-State Public Service Commission and Coroner Squires of Westchester are trying to fix the responsibility. The flagman sticks to it that he didn't let down on his job, the crew of the fast freight's locomotive are positive that they obeyed the rules of the road, and the signalman is certain he did his duty. The railroad officials would make no statement fixing the cause, but one of them said that it was impossible to believe that the signals had failed to work.

The Montreal Express, train 62 on the despatcher's sheet, is made up in two sections when the traffic is heavy enough. Usually it is. The sections run from Montreal over the tracks of the Delaware and Hudson to Troy. On Thursday night the private car of Dr. W. Seward Webb was attached to the first section and for that reason the sleeper that was waiting at Saratoga to be hauled to New York on the Montreal train was coupled to the rear end of the second section.

Mr. Trask was in the habit of coming to New York from his estate, Yeddo, at Saratoga, about twice a week. Usually he took a later train, but it was his desire to arrive here early yesterday morning, so he engaged the drawing room on the Saratoga Pullman Escort. William E. Reed of Saratoga and Boston was a passenger in the same car. He said that Mr. Trask retired at 11:30 P. M. and asked the porter not to call him until the train had reached Spuyten Duyvil.

The express was made up of a powerful locomotive, a Pullman type, five sleeping cars, two day coaches and a baggage car. It was lagging behind its schedule when it reached Croton because the bitter weather up along the Hudson had crippled traffic and all trains were moving uncertainly, especially the locals. Firemen were sweating hard trying to keep up a full head of steam in the boilers.

When the Montreal arrived at Croton it found the block set against it. A Peekskill local down the track was stalled for want of steam. Almost in the shadow of the rear end of the second section, the express pulled up, partly in one block and partly in another. F. B. Ritter, the rear end brakeman, was ordered back to hold up the freight which the crew of the express knew was about due. The service rules are very precise about the duties of the brakeman in this particular.

The American Railway Association's rule for the protection of trains requires that "on all railroads in the United States when a train is stopped or delayed under circumstances in which it may be overtaken by another train, the flagman must go back with the stop signal—red lantern at night, red flag in the daytime—a sufficient distance to insure full protection." The New York Central added to that rule another, which provides that the flagman must not return to his train until the following train has arrived and stopped.

Nobody but Ritter knows how far back he went. He says he went a long distance down the track and gave the freight plenty of time to pull up. It was said that he returned to his train before the freight had come to a stop. At any rate, the silk train, eleven cars full of Japanese silks from Vancouver, stopped for nothing—red flag, signals or the plain warning of the stalled express on the straight track dead ahead. It swept through the blocks and hit the express with all the impact that a twenty-five mile an hour gait could supply.

The freight train was running on a passenger train schedule, practically unlimited as to speed. It had a right to make any time its engine crew could get out of it. For that reason it was hammering along on the passenger track, the southbound centre roadway. Apparently Flanagan, the engineer of the freight train, didn't see what was coming until he was almost on top of the Montreal Express. He didn't jump—maybe because he didn't have time—and just succeeded in killing the power of his locomotive before he was smashed into the side of his cab by the terrific jar of the collision. His fireman, J. F. Knapp, was bent over, shooting coal into the firebox, and the first he knew of trouble ahead was when he heard Flanagan's yell. Knapp stayed with the engine and like Flanagan got a bad shaking up and some bruises that will last a few weeks.

The big comeback locomotive of the freight drove so hard into the Pullman sleeper Escort that what wasn't wrecked of the engine's nose was sunk into the Escort like a spike in a railroad tie. The Escort was hurled against the car connecting the sleeper Everham, and the two

GYROSCOPE R. R. FOR CANADA

First on the Continent Begun at New Westminster, British Columbia.

NEW WESTMINSTER, B. C., Dec. 31.—Work has been begun on the first gyroscopic railway in North America. The line will encircle Okanagan. Spur tracks will run to several points.

FIRE FOLLOWS DERAILMENT OF CALIFORNIA SPECIAL IN MISSOURI

THRENTON, Mo., Dec. 31.—One of the worst wrecks the Rock Island road has had occurred at 8 o'clock this morning near Baker Crossing, north Trenton, when the California Special No. 3 was derailed. Three persons were killed and about twenty-five injured. The engine and two cars were burned and two other cars were demolished.

THE COMANCHE GETS OFF

Clyde Liner Struck on Homer Shoal but Is Soon Floated.

The Clyde liner Comanche, from Jacksonville and Charleston, grounded on Homer Shoal yesterday morning almost at high tide while trying to make port, her steering gear suddenly having gone out of commission. She sent a wireless to the city telling her plight and the Dalselt tug Dalseltine and C. P. Raymond were sent down to her. Capt. C. O. Rockwell, pier superintendent of the line, boarded the Comanche from the Dalseltine and sent a dispatch to the agent saying that she was resting easily on a mud bottom and was in no danger. She was floated on a rising tide by the tug assisted by the revenue cutter Mohawk at 9:30 o'clock last night. Her twenty-five cabin passengers will be able to eat their New Year's Day breakfast in this neighborhood. The ship was undamaged.

THE BROOK DISAPPEARED

And So the Property Whose Line It Marked Can't Be Determined.

The disappearance of a brook that once formed the boundary of five parcels of land in the Bronx is the cause of a suit that came before the Appellate Division of the Supreme Court yesterday on an appeal from an order dismissing the complaint. The higher court decides that it will prevent a multiplicity of suits later if the mystery of the brook is solved now and the boundary line established.

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